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[19]

HONGKONG OFFICE: 10A, DES VIOUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 28TH, 1914

A DUTCHMAN writing recently of a visit to Berlin said:—"Generally the Germans speak highly of the French. They despise the Russians. Their hatred of the British is so bitter and so strong that it seems almost comical. They want to destroy Britain. Patriotic Germans surely dream of seeing Sir Edward Grey, Mr. Churchill and possibly Mr. Asquith and Lord Kitchener marching down Unter den Linden in chains on their way to the State prison of Alt-Moabit." Since that was written we imagine the scales have fallen from the eyes of the German people. They must realise by this time that their dream of destroying Britain is as visionary as the expectations they entertained of occupying Paris within a month of the outbreak of war. German opinion of the French Army has certainly changed greatly since the war began, while the failure of the German Generals to carry out the KAISER'S command "to walk over General FRENCH'S contemptible little army" has doubtless served to increase their respect for British arms, and possibly also their hatred of the British which the Dutch visitor to Berlin found to be carried to such comical lengths. And now, after the disastrous defeat of the German armies in Poland, we imagine that their Russian enemy will no longer be despised in Berlin. It must be intensely galling to the KAISER and his military entourage to learn of this blow to German military prestige. We are told in the telegrams that the German strategical error which led to so crushing a defeat, has astounded the Russians. Evidently the explanation of the fatal move is that the German General unwisely despised his adversary. Such a victory as the Russians have achieved in Poland brings appreciably nearer the final downfall of Germany, for this defeat of the Germans must greatly facilitate the advance of the allies towards Berlin. The Germans are not in a position now to replace these losses without weakening their position on the western front. There is no room for doubt that the percentage of their losses since the war began has been very much greater than their adversaries have suffered. Colonel

F. N. MAUDE, C.B., a writer of repute on military topics, writing in the middle of October and calculating German march losses on the basis of the experience of 1870, and battlefield losses at only half the rate of those days, expressed himself as certain that he was well within the mark in putting down their total losses in Belgium and France at not less than two million men since the first attack on Liège, and that on the Russian frontier they had lost at least another million on the same basis of calculation. Colonel MAUDE in his article reckoned that out of her population of 64,000,000 men, women and children, Germany could not put into the field more than eight millions of men medically fit to bear arms, and, at the beginning of the war, only half that number trained to arms and having places in the ranks. A loss of three millions by the middle of October would have reduced those eight millions to five millions, and the losses, he it noted, must have been chiefly among the best trained troops. Since that estimate was made there has been heavy fighting in the eastern theatre of the War as well as in the western, resulting in very heavy losses to the Germans. All available reinforcements were long ago said to have been brought to the front, and while the accounts go to show that the Germans have fought heroically, they have pointed at the same time to the fact that a reckless sacrifice of men has been characteristic of the fighting on the German side. Lord KITCHENER, for example, tells us that our losses, though heavy, have been "slight" compared with those of the enemy. Manifestly, Germany cannot continue for any great length of time to exhaust her strength in this way with any hope of ultimate victory. Apart from the losses sustained in actual fighting Colonel MAUDE in the article to which we have alluded pointed out that sickness and march losses tend to rise almost in geometric progression with every day that a forced march or protracted engagement lasts, and in the cold, wet nights which have now set in "three wet bivouacs are as bad as a battle" in breaking down the spirit of the troops. Furthermore, "the continuance of an almost hopeless struggle readers men more than ever liable to the spread of disease, and we know that very serious diseases indeed have been showing themselves in the German trenches, whilst such troops as have not been in the trenches have been marched on insufficient rations as mercilessly as ever." By this time, of course, many of the footsore and slightly wounded have rejoined, but Colonel MAUDE asserted that where 10 per cent. were breaking down before, somewhere nearer 30 per cent. go down now, and generally as more severe cases of collapse. Of course, the same argument might be applied also to the other side, but the reports indicate that it does not apply to anything like the same extent. They have been supported by no false hopes, and certainly the present position gives them no cause for despair. Only a few days ago the health of the British and French Armies was officially reported to be good, and while their losses in the fighting have been considerable, the knowledge of that million men in training in the United Kingdom, in addition to the forces which the Dominions are contributing must give our men at the front added confidence in victory and lead us to expect that the time is not far distant when the Allied armies east and west will be conducting their operations in German territory.

A cyclone or typhoon is reported from the Manila Observatory to be W. of Palawan, moving W.

To-day is being observed at St. John's Cathedral as a Day of Intercession for Foreign Missions. At Evensong (6.30 p.m.) an address will be given by the Bishop of Victoria. The Bishop will also preach at the Cathedral to-morrow morning.

It appears from reports in Manila papers that further operations are contemplated for the salvage of the *Benlogoe*, wrecked on Moyone Shoal. Captain Guy, who is now at Manila, has been seriously ill. All the cargo worth saving has been removed from the steamer.

At the Summary Court yesterday, the case was mentioned in which A. R. Ellis sued the City Printing Co., Ltd., to recover £700, alleged to be due for salary. Mr. Heywood, for plaintiff, said he had no further instructions as his client had gone to the front. Mr. R. C. Faithfull, for the defendant Company, asked for judgment to be given for the defendants with costs. The plaintiff had joined "the roll of honour." This course was adopted.

THE ROYAL HONGKONG GOLF CLUB.

The final of the Championship (36 holes) between Mr. J. Clark and Captain C. Campbell will take place over Fan Ling to-morrow (Sunday). The First Round will commence at 10 o'clock and the Second Round at 1.30. The courtesy of the green is requested between 10 and 10.15 a.m., and 1.30 and 1.45 p.m. The Captain of the Club (Mr. E. J. Grist) will referee the Match.

THE WAR.

[THROUGH REUTERS AGENCY.]

DISASTROUS DEFEAT OF THE GERMANS IN POLAND.

RUSSIANS SURROUND THE ENEMY AND INFLECT TREMENDOUS LOSSES.

"EVERYTHING POINTS TO THE OVERTHROW OF THE GERMAN ARMIES IN POLAND."

LONDON, November 26th.
2.20 p.m.

Everything points to the overthrow of the German Armies operating in Poland. The situation respecting the fighting between the Vistula and the Warta is summed up in a telegram from a good Russian source which says—"The *deroute* of the Germans is complete."

6.55 p.m.

In the House of Lords, Lord Kitchener announced that the Russians had checked and defeated the Germans, whose losses were heavier than ever before.

7.00 p.m.

A Petrograd message says that the German strategy has astounded the Russians. The enemy intended a simultaneous advance on Lodz from the north and south to seize the railway between Skierniewice and Piotrkow, and thus separate the northern and southern Russian Armies. The Germans became sandwiched, except in the west, and their advance from Czentochowa failed. Their theories led them to disaster.

They broke through and captured Kolushky, southeast of Lodz, on the Warsaw-Vienna railway, but the gap was filled from the east and the Germans were surrounded. Here they sustained their main losses. Further southward, also, numbers of the enemy were hopelessly cut off.

9.05 p.m.

A Petrograd *communiqué* says:—

The battle of Lodz continues to develop to our advantage. The efforts of the Germans are directed to facilitating the retreat of their various Army Corps, which, having penetrated in the direction of Berezyn, are retiring in the region of Strykow under conditions very unfavourable to them.

EIGHT THOUSAND AUSTRIAN PRISONERS IN ONE DAY.

We are meeting with success on the Austrian front, and took 8,000 prisoners yesterday, including two whole regiments with their commanders and officers.

THE STRUGGLE IN FRANCE AND BELGIUM.

LULL IN THE OPERATIONS.

LONDON, November 26th.
5.15 p.m.To-day's Paris *communiqué* says:—

There was no important action yesterday. The cannonade in the north diminished in intensity. There have been no infantry attacks against us, and we progressed slightly at certain points.

The bombardment was continued in the Arras region. The enemy, in a completely abortive attack on Missy, sustained serious losses.

We progressed westward of Souain.

Calm prevailed in Argonne, Woëvre, Lorraine, and the Vosges.

There has been an abundant snowfall, especially on the heights of the Vosges.

LONDON, November 27th.
12.55 a.m.The Paris evening *communiqué* says:—

There has been complete calm in Belgium.

There were cannonades in the Centre, but no infantry attacks.

Nothing noteworthy occurred in Argonne, but there was a slight engagement east of Verdun.

[FRENCH OFFICIAL TELEGRAM VIA PEKING.]

On the 25th, in the north, there were attacks from the German infantry, but the cannonading was less violent. The Allies progressed slightly at several points. The bombardment continued in the Arras region. The Germans led an attack against the Aisne but were met with a full check in which they encountered very serious losses. The French troops progressed west of Souain, which is looked upon as a very notable fact.

SIR JOHN FRENCH AND HIS TROOPS.

"ADDED LUSTRE TO MAGNIFICENT TRADITIONS."

LONDON, November 27th.

Field Marshal Sir John French, in an Army Order issued on the 22nd inst., said:—"Your fighting qualities, courage and endurance have been subjected to the most trying and severe tests, and you have proved yourselves worthy descendants of the British soldiers of the past, and added lustre to their magnificent traditions."

[THROUGH REUTERS AGENCY.]

LORD KITCHENER ON THE GENERAL SITUATION.

FAILURE OF THE GERMAN OFFENSIVE.

LONDON, November 26th.
5.45 p.m.

In the House of Lords, the Secretary of State for War, Earl Kitchener, reviewing the situation, emphasised that the Germans had made no advance since he last addressed the House. The arrival of the Indian contingent had been of great assistance. Our losses had naturally been heavy, but they were slight compared with those sustained by the enemy.

Lord Kitchener announced that we were in touch with Turkish forces thirty miles east of Suez.

The Government, his lordship said, desired the people to have all the information that was possible without detriment to our military interests.

Lord Kitchener mentioned that the delay of the fall of Antwerp just gave Field-Marshal Sir John French time, by a bold forward movement, to prevent the German from reaching the North Coast of France. He eulogised Sir John French's Army saying that for a time they were attacked by eleven German Army Corps, and afterwards defeated the Prussian Guards. Lord Kitchener also paid a warm tribute to the fighting qualities of the Frenchmen.

BRITISH BATTLESHIP BLOWN UP OFF SHEERNESS.

DUE TO MAGAZINE EXPLOSION.

HEAVY DEATH-ROLL.

LONDON, November 26th.
5.15 p.m.

The First Lord of the Admiralty (Mr. Winston Churchill) announced in the House of Commons that the battleship *Bulwark* has been blown up off Sheerness. Mr. Churchill added that only twelve men were saved out of a crew of seven or eight hundred. The Vice-Admiral and Rear-Admiral who were present reported that it was an internal magazine explosion which rent the ship asunder. There was no upheaval of the water, and the battleship had entirely disappeared when the smoke cleared. The loss, said the First Lord, did not affect the military position, but he regretted the loss of life.

LATER.

The disaster is attributed to an accidental explosion while loading ammunition.

LONDON, November 27th.
6.20 a.m.

The Admiralty has issued a list of fourteen men who were the survivors from the *Bulwark*.

[H.M.S. *Bulwark* was constructed in 1890, and had a displacement of 15,000 tons, a speed of 18.15 knots, and a complement of 781. Her principal armament was four 12-inch, and twelve 6-inch guns.]

THE BOMBARDMENT OF ZEEBRUGGE.

LONDON, November 27th.

The four warships engaged in the bombardment of Zeebrugge, near Ostend, have returned to port. The object of the operations has been accomplished.

BRITISH WAR LOAN OVER-SUBSCRIBED.

LONDON, November 27th.
4.10 p.m.

Mr. Lloyd George, Chancellor of the Exchequer, announced in the House of Commons that the War Loan had been over-subscribed.

The Chancellor did not state the amount subscribed but said a feature was the enormous number of small applicants, nearly one hundred thousand.

The Chancellor emphasised the success of the Government measures regarding Bills of Exchange and the Stock Exchange, and said that despite the war Great Britain was still supreme in international trade and commerce, while the British money market was in a better position now than any money market in the world.

APPOINTMENT OF A HIGH COMMISSIONER FOR CYPRUS.

LONDON, November 27th.

Major Sir John Eugene Clauson, K.C.M.G., Lieutenant-Governor of Malta, and formerly Chief Secretary to the Government of Cyprus, has been appointed High Commissioner of Cyprus.

"Q" ON BATTLE LYRICS.

Sir A. Quiller-Couch ("Q"), lecturing at Cambridge on patriotism in literature, said many well-intentioned, superior persons could not understand the state of mind of Mr. Thomas Atkins which induced him to adopt "Tipperary" as his battle song.

A clergyman in the west, deeming the song inadequate to the spirit that had animated a soldier in this war, set down and composed to the tune of it a lyric of which Sir A. Quiller-Couch quoted two lines:—

"Good-bye, self-indulgence,
Farewell the soft armchair,"
to which the British soldier responded:
"Have a banana."

The enemy wondered that our men marched, and so obstinately, too, to stuff like "Tipperary," when by rights they should be answering the perpetual "Watch on the Rhine" with a perpetual "Rule Britannia." But our Rhine was no river no Thames. Our Rhine was the royal sweep of seven oceans. The waters of our baptism flowed, past Dover, through the Straits of Hercules (Gibraltar), down past the Cape of Storms (Cape of Good Hope), to divide again to reach, to coast, to claim Hindustan and Australia. Our Bonn and Bingen and Drachenfels (on the Rhine) were the Heads of Sydney, the

ramparts of Quebec, and the citadel Rock of Gibraltar.

HELP FOR COTTON GROWERS.

£5,000,000 LOAN FOR EGYPT.

The Government, it seems, have come to the assistance of Egypt in the matter of the cotton crop, says the *Manchester Guardian*. It was first suggested that they should purchase their undisposable portion of this year's crop, but this, their Financial Adviser says, in a note just issued, was found to be impracticable and financially unsound. It was then decided to ascertain the proportion of the crop to be liquidated and to give financial assistance, at the same time asking for the help of the British Government. A Commission which came to this country reported that spinners would probably purchase 5,000,000 cantars, and in order to make sure of a good market next season for the remainder—say, 2,500,000 cantars—the area under cotton next season should be reduced by 40 per cent. This, however, and the fall in values, will produce so much suffering that, according to the Financial Adviser, the British Government has consented to "guarantee up to a maximum of £5,000,000 any sum the Egyptian Government may have to borrow to meet the situation."

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

KWANGSI'S EXCESS OF REVENUE.

ENTERPRISING OFFICIAL REWARDED.

PEKING, November 26th.

The Chief of the Finance Bureau in Kwangsi has been rewarded with the medal of the Double Star for collecting \$1,700,000 revenue in excess of the standard amount.

KIAICHTA CONFERENCE FAILS.

PEKING, November 26th.

The Kiaichta Conference has proved fruitless, and the Chinese representatives will return to Peking.

THE PEKING GENDARMERIE.

PEKING, November 26th.

The parade of the gendarmierie was a brilliant function. The efficiency of the men was remarkable.

PRINCE OF WALES' FUND.

SUBSCRIPTION LIST No. 9.

Offertory at Organ Recital at St. John's Cathedral on 30th Oct.	82.80
Mr. John Scott Harston	250.00
Messrs. Harry Wicking & Co. (1st Sub.)	250.00
Pupils of St. Joseph's College	63.00
Taiok Club	100.00
Mr. Lam Heung Lun	200.00
Mr. Kwok Sing Tung	50.00
Mr. Chung Tin Tung	50.00
Mr. Tam Yuk Nam	30.00
Mr. Wu Hi Tung	25.00
Mr. Kwok Yim Kai	25.00
Mr. Mok Chik Po	25.00
Mr. Chan Yik Kwong	25.00
Mr. Tan Hock Chy	25.00
Mr. Se Tak Cheong	20.00
Mr. Chan See Kau	20.00
Mr. Sam Shing Cheung	20.00
Mr. Mok Wan Kai	20.00
Messrs. Kwong Fat Cheong	20.00
Comptroller Department of str.	20.00
Mr. Wong Tak Kwong	15.00
Messrs. Chu Yim Koo	10.00
H.K. and Kowloon Motor Co.	5.00
Mr. He Fuk Sam	5.00
Messrs. Kwong Tai	5.00
Mr. Ho Shun Po	5.00
Mr. Ho Siu Po	5.00
Yuen Hung (Pawu Shop)	5.00
Hung Wai	5.00
Tsing loong	5.00
Yee Lung	5.00
Tseng Hung	5.00
Yuen Yee	5.00
Lee Hing	5.00
Mr. Si Si Tung	5.00
Mr. Ho Sau Tsang	4.00
Mr. Ng Muk	3.00
Mr. Ho Tsin Shun	3.00
Messrs. Shing Lee	3.00
Mr. Ho Yu Ku	3.00
Messrs. On Shun Chi	3.00
Mr. Sit Kam	2.00
Messrs. Cheuk Kee	2.00
Mr. Ho Fung Chu	2.00
Mr. Ho Shun Chi	2.00
Mr. Ho Kai Cheung	2.00
Mr. Ho Kai Tsoi	1.00
Tseng Family	10.00
Martin's Comptroller	10.00
Mr. Fung Kim Hing	5.00
Mr. Cheong Sik Sam	5.00
Mr. Yau Cheuk Tung	15.00
Mr. Joseph Gould (3rd Sub.)	20.00
Mr. and Mrs. Cecil	20.00
Mr. R. D. Harvey's Fund	50.00
Collected by J. Arnold	10.00
Collected by A. Perry	10.00
Dr. A. C. Kemble	50.00
Kowloon Dock Recreation Club (4th)	867.47
Total	\$ 2,811.27
Already acknowledged Lists 1/8	165,357.53
Total	\$168,168.80
Monthly Subscriptions Lists 1/8	10,128.28
Total	\$178,297.06

N. J. STARR,

Hon. Treasurer.

Hongkong, 26th November, 1914.

LOCAL SPORT.

TO-DAY'S FOOTBALL.

HONGKONG F.C. v. SOUTH WALES BORDERERS.

The Hongkong F.C. meet the South Wales Borderers this afternoon at 4.00, on the Club Ground, Happy Valley. It is hoped there will be a large turnout of spectators to see the Borderers, who last season beat Shanghai by 33 points. A fine game may be expected. Club team—Back, A. A. Claxton; three-quarters, A. N. Joseland, H. S. Rouse, R. M. Henderson, and R. H. Whittall; half-backs, A. S. Kempthorne and N. C. Wilson; forwards, N. G. Hegarty, R. Kennedy, P. Leigh Bennett, A. Murdoch, J. Ralston, J. M. Walker, J. B. Watson, and C. Woodhead.

This game will be preceded by an Association match between the Pick of the Colony and the Borderers' Regimental team, which won the North China Cup. The kick-off is at 3.15.

CRICKET.

KOWLOON v. HONGKONG.

On the H.K.C.C. Ground this afternoon, the following will represent Kowloon—Dr. Forsyth, Lieut. Mann, Lieut. Moberly, Lieut. Gray, Major Robertson, E. B. Reed, W. Kay, J. P. Robinson, K. B. Macaskill, F. J. de Rome, and A. N. Other.

C.C.C. v. POLICE F.C.

To be played to-day at 2.15 p.m. on the C.C.C. Ground. C.C.C. team—A. Rose, R. A. Carvalho, H. H. Taylor, J. V. Braga, E. L. Braga, E. Pestonji, D. Kharas, W. E. Rose, W. D. Setna, R. G. Southerton, and S. D. Setna.

WAR NEWS.

THE RUSSIAN CAMPAIGN.

STORY OF THE GERMAN RETREAT.

DESTROYED BRIDGES TO CHECK PURSUIT.

PEKING, November 17th.

The following official telegram from Petrograd, dated 16th November, has been handed to Reuter's Agency by the Russian Legation:

After the last engagement in the vicinity of Warsaw and Ivangorod, where we secured victories, the enemy began to retreat towards the German frontier, destroying most thoroughly all railways and macadamized roads. Along the railway the enemy blew up or burnt down the railway stations and other buildings, and completely destroyed all the water towers, pumps and switches of the water towers, and left rails were blown up and totally ruined and in several whole districts the railways are only repairable by laying new rails everywhere. Bridges, waterpipes and viaducts without exception, even those of the smallest dimensions, were so thoroughly blown up that it is impossible to repair them, consequently they had to be replaced by new ones. The bridges along the macadamized roads were destroyed in the same thorough manner, while the roads themselves were dug up or blown up. Telegraph poles along the railways and roads were thrown down, insulators smashed and wires cut. In view of these circumstances the pursuit of the enemy was greatly hampered and to the west of the Vistula he succeeded in gradually eluding our attacks in his retreat towards his own territory. Having accomplished this the Germans profited by their wonderfully developed network of railways and began to transport troops to the north with a view of concentrating their forces against our right wing. This concentration was screened by a large force of cavalry, partly transported from the West and partly from Austria. A few days ago a German advance was observed in the region between the Vistula and Warthe. This advance resulted in the engagements which are now developing on the Plock-Lenichita-Unew front, while in the East Prussia region between Stalluponen and Possern the enemy attempted to advance at several points in small parties, but, being unsuccessful, retired. Heavy fighting is proceeding in the Soldau and Neidenburg region. Our advance towards Cracow and along the Galician front continues, Austrian attempts to check our advance ending in failure. During the fighting south of Lysko on the 13th, we captured ten officers and a thousand men.

A WAR OF EXHAUSTION.

DESPAIRING DIARY OF A GERMAN OFFICER.

"THE VOICE OF CONSCIENCE IS CHOKED."

The Paris correspondent of the Times

writing on October 22nd said:—

Up to the present it may safely be said

that no fiercer fighting than that which

has taken place between Roye, Lassigny,

and Noyon has been seen in this campaign.

These three towns, all extremely

important railway centres situated along

the left bank of the Oise, have had

the harrowing misfortune to change from

French to German hands at least half a

dozen times within as many weeks.

Roye and Lassigny, now in the hands

of the Allies, have, during the last few

weeks, been attacked night and day by

strong German forces, but the official

communications have laconically informed

us that these attacks have been repulsed

with heavy loss to the enemy. So far

as we know, Noyon is still in German

hands, but from the correspondence of a

German officer who has taken part in the

fighting in this region it would seem that

any successes which the Germans have

scored have been neutralized by the

terrible losses which they have suffered

at the hands of the Allies.

"Our men are fighting bravely," he

says, "but the enemy is becoming more

and more audacious and warlike. A con-

voy of prisoners passed us this morning,

among which were some of the famous

Turcos and Zouaves. These men are hardy

fighters and deadly marksmen, and the

task of our men becomes more and more

difficult, and the losses that the French

are inflicting upon us are alarming. Our

18th Army Corps especially has been badly

cut up."

The scene of the last battle we fought

was the little village of Remicourt. The

victory was ours; but it was a victory

decried rather than a rejoicing one. It was

a veritable slaughter, and the victims were

the youthful sons of Schleswig-Holstein,

of whom there are but few. My division

had to fight under extremely unfavourable

conditions. We had been on the march

for five consecutive days and had covered

a distance of 70 miles. We had had little

to eat and were absolutely exhausted; but

we had to enter the line of battle at a

point where the fighting was raging with

the utmost fury. The rifle fire, as well as

the artillery fire of the enemy, was

terrifying, and our division was only

saved from destruction by the heavy

artillery of the Juckerbock Shooting

School. We have had to dig up the soil

of a whole forest to bury our dead.

The voice of conscience is choked and

the fiercer sentiments of humanity are

suppressed when we come across a house;

and you may rely upon it that when we

have left it nothing remains inside. The

dangers of the moment teach us how vain

it is to give a thought to the morrow; and

we hurl ourselves upon provisions or any-

thing that comes our way like ants upon

the body of a dead rat.

"We thought our trenches impregnable,

but we have been forced to retreat with

enormous losses. Two brigades of

Moroccan Regulars were among our

attacking forces, and these troops are a terror

to our men. No sooner had we taken

shelter in a neighbouring wood than we

were greeted by a hail of bullets. From

the branches of the trees up which they

had climbed our foes were firing upon us.

Of the 17th Division only a small company

remains; and they have neither ammuni-

tion nor provisions. Our leaders seem to

me to be quite incompetent; they seem out

of their element, and are no longer

masters of themselves.

"I don't know what the future has in store for us; I dare not imagine. If reinforcements are not quick in coming, we cannot advance. Our fine 17th of the Reserve has only four batteries left and these are commanded by two officers and two adjutants. Ribcourt has had to be evacuated but before leaving it we finished our work of destruction."

"Many of our men are dying with fatigue; our ill-fed horses are dropping to the ground in an appalling manner, exhausted with the strain which they have had to undergo. Only the most hardened of us can possibly stick it; and already only the very elite of our troops are in a condition to give battle."

The history of the Marne appears to be repeating itself.

"THE CONQUEST OF BRITAIN."

GERMAN GENERAL STAFF OFFICER'S BOAST.

A correspondent of the London Daily Express who spent five days early in October with the German invaders in Ghent, wrote as follows from Bruges on the 17th ult.:

Troops have been passing through Ghent all the week in the direction of the coast—some of them coming direct from Berlin. An enormous number of men have been poured into Western Flanders in order to turn the Allied flank, make good the occupation of the coast, and prepare for a new phase of the campaign which is to be directed against England.

During my stay in Ghent I heard a number of German officers refer boastfully to the coming "conquest of Britain." I quote the statement of one of them—Oberleutnant Berckman—attached to the General Staff, whom I met in the Grand Café, Ghent, last Wednesday.

Said the Oberleutnant, who was rather

drunk, and offensively communicative:—

"Have you seen our troops passing

through Ghent all day? Have you noticed

that they are young men—and first line

troops? Do you know where they are

going? To Calais; then to England."

"We shall occupy Bruges and Ostend,"

[Bruges was occupied the same day and

Ostend the next morning.] Then we shall

continue our march to Calais, where we

shall surround the world."

It is true that we have 52-centimetre

siege guns, and they are to be mounted

behind the cliffs of Calais, where emplace-

ments are ready for them. We shall be

able to bombard Dover and command the

Channel while our submarines make a

concerted attack on the British fleet, and

our aerial fleet begins dropping "post-

cards" over London and other English

cities."

None of the 52-centimetre guns have

passed through Ghent, but a man, whom

I believe to be trustworthy, told me before

I left the city that two new 42-centimetre

(16.4 in.) guns were being transported

across Eastern Belgium from Essen on

Monday.

THE "EMDEN'S" END.

SECRETARY OF STATE THANKS THE EASTERN

TELEGRAPH COMPANY'S STAFF.

A letter has been received by the Board

of the Eastern Extension Telegraph

Company in London from the Colonial

Office saying that "Mr. Secretary

Harcourt has noted with much satisfac-

tion the prompt action taken by the

Company's staff at Cocos in notifying

the Emden's arrival, to which he feels

the successful action fought by H.M.S.

Sydney is in a great measure due. He

trusts that an expression of his apprecia-

tion and thanks may be conveyed to the

staff."

Apropos Cable Telegraph matters,

we notice from a recent number of The

Electrician, that some 50 members of the

head office Staff of the Associated

Telegraph Companies have joined the

forces and that the directors have

decided to pay those who have joined the

colours their full salary for six months,

when the question of extending the

period will be considered. As regards

the foreign staff the directors say that

their case has been placed before the author-

ities with the result that the Admiralty,

feeling the necessity for the maintenance

of the cables, have directed that their

Reserve Officers should remain on the

cable-roaming ships, and the Army

Council declare that those carrying on

the special and important work of cable

communication cannot serve their

country better than by remaining at their

posts. The directors take the opportu-

nity of expressing their high apprecia-

tion of the good work done by all

branches.

TSINGTAO CASUALTY LISTS.

An Ostasiatischer Lloyd telegram,

dated Berlin, November 23rd, to a Manila

contemporary says:—"The first list of

the killed to be issued by the Japanese

has been published. It contains 300

names among which there are no Germans

resident in China. 3,845 prisoners have

arrived in Japan."

THE GREAT GERMAN TOAST.

The following letter appeared in a re-

cent London paper:—

Sir, I have spent the last four summers

in Tsingtao, China, and knew the Germans

well.

The officers told me that every Saturday

night in the club they drank to the "speedy

downfall of the British Empire in the war

of the near future." CHARLOTTE BURNET.

Capri, Italy.

INCINERATING GERMAN DEAD.

A Washington telegram to Manila

papers says:—"Blast furnaces are work-

ing day and night in Charleroi incinerat-

ing the German dead."

Seven German and two Austrian vessels

have taken refuge at Moscow."

WEST RIVER FLOOD RELIEF FUND.

MEETING OF GENERAL COMMITTEE.

A meeting of the General Committee of the above Fund was held in the Council Chamber at 12.30 p.m. yesterday, the Hon. Mr. Claud Severn (Chairman) presiding.

The meeting was called to consider the report presented by the sub-Committee in connection with the West River floods, and their recommendation for the action now to be taken.

The CHAIRMAN said—Gentlemen,—It is now nearly five months since we met in this room on the 9th of July in order to organize a fund for the relief of the distress caused by the floods in the West River District. Notwithstanding the fact that since that date much has occurred to divert our thoughts in other directions, the sub-Committee which was appointed at that meeting has gone forward steadily with its work and the result is an eminently practical report which we have before us.

The large sum subscribed in the Colony of Hongkong has been in a great measure due to very energetic work by the Committee of the Tung Wa Hospital and also by the Chinese members of this Committee under the Chairmanship of the Hon. Mr. Lau Chu Pak, who organized a most successful bazaar, which I had the pleasure of visiting. I am sure that we are deeply grateful to them for their unselfish labours and great generosity on behalf of the sufferers from the floods.

Sir Paul Chater also with his usual tactful persuasion has been able to raise a large sum from the European community. Both to him and to Messrs. Norrish & Co., for supplying the necessary stationery and executing the printing work free of charge, the thanks of the community are due. I would like also to express our thanks to the Chief Manager of the Hongkong and Shanghai Banking Corporation and his staff for their work as Honorary Treasurers of the Fund. I described the report as a practical one, and I am sure you will agree that Messrs. Chan Siu Ki, Tong Yat Chun, Chan Yat Tung

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

C.O. Box, 55. Telephone No. 12.
Codes: A.B.C. 5th Ed., Litcher's.
Telegraphic Address: "PRESS."

NEW ADVERTISEMENTS

"GLEN" LINE OF STEAMERS
NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, IMMINGHAM, LONDON AND STRAITS.

THE Steamship

"GLENROY,"
Captain H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 3rd Dec., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Dec. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 25th November, 1914. [1395]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOSHING,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 2nd inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 27th November, 1914. [11]

FOR THE LADIES.

MADAME D. C. CASULLI, a Parisian Dressmaker and Certificated Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREVET, DOUILLET, and BIER of Paris—a Special Firm for purchases in Paris.

"GRANDS MAGASINS DU LOUVRE" OF PARIS.

Sole Agent for Hongkong, Kowloon, Macao and Canton. All Goods coming from that Firm are to be sold at the same Rate as in Paris. The latest Catalogue will be placed at the disposal of the Ladies, if required.

MADAME D. C. CASULLI,
PRINCE HOTEL,
Rooms Nos. 91 and 92.
Hongkong, 4th November, 1914. [1318]

WANTED.

LEADING Swedish exporters of PAPER AND PULP and other products of Sweden, wish to hear of British firm of good standing desiring to take up their Agency for Hongkong and Canton.

Please address—Box 24,
Care of "Daily Press" Office.
Hongkong, 24th November, 1914. [1334]

TO MOTOR CAR AGENTS AND OTHERS.

AN Excellent Opportunity Offers for Importers to take advantage of the War Stagnation of Trade in Europe to purchase Cars of well-known British and French makes at Reduced Prices. Advertisers' heavy commitments compel disposal at attractive prices for export business. Write for full particulars in the first instance to Box No. 1414, MITCHELL'S EXPORT BUREAU, 1 and 2, Snow Hill, London, England. [1280]

NOTICE.

IT IS HEREBY NOTIFIED that unless claimed within 7 days from this date, 19 JINRIKSHAS and 2 TRUCKS, which are lying unclaimed in the Police Compound, will be sold by Public Auction.

Captain Superintendent of Police.
Hongkong, 25th November, 1914. [1332]

LANCASHIRE INSURANCE COMPANY.

Now Merged in
THE ROYAL INSURANCE COMPANY, LIMITED.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates.

DAVID SASSOON & Co., Ltd.
Hongkong, 16th November, 1914. [1366]

FRENCH LESSONS

G. MOUSSON,
15, MORRISON HILL ROAD.

[1176]

INTIMATIONS

FOR SALE.

THE Undersigned are prepared to consider Offers for the Goodwill, Stock, Furniture, Fixtures and Fittings, etc., of the well-known and old-established Hongkong business carried on by

CHS. J. GAUFF & COMPANY,
Jewellers, Watchmakers, Opticians, Scientific and Nautical Instrument Dealers, etc.
For particulars apply—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
New Government Building,
Hongkong, 23rd November, 1914. [1336]

FOR SALE.

THE Undersigned are prepared to consider Offers for the Sale of the Stock-in-Trade, Furniture, Fixtures and Fittings, etc., of the business carried on by

KRUSE & COMPANY,
Wholesale and Retail Tobacconists, Cigar Merchants, Fancy Goods Dealers and General Merchants.
For particulars apply—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
New Government Building,
Hongkong, 23rd November, 1914. [1387]

FOR SALE.

22 foot TEAK MOTOR BOAT. 8 H.P. two Atlas Craig Engine. Just overhauled and refitted.

Apply—
GILMAN & Co.
Hongkong, 24th November, 1914. [1335]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEEL, L.F.C.
[1943]

YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADOES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914. [1596]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992]

JUST RECEIVED.

Fresh Supply of
VEGETABLE AND FLOWER SEEDS.

GRACA & CO.
PRINCE ST. (Hongkong Hotel Building).
[1204]

SINGON & CO.

ESTABLISHED A.D. 1860.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchangers, Nos. 35 and 37, HING LOONG STREET 2nd St. West of Central Market.
Telephone No. 515. [145]

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexander Buildings,
Hongkong, 12th November, 1914. [1345]

TO LET.

OFFICE ROOMS on the 2nd Floor of No. 34, Queen's Road Central. Immediate possession.
Apply—
N. MODY & Co.,
54-56, Queen's Road Central.
Hongkong, 2nd November, 1914. [1313]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchoi Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 6th November, 1914. [1081]

TO LET.

OFFICES in St. George's Building, Second Floor, Immediate Possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 25th August, 1914. [1087]

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741.)

MEN'S UNDERWEAR, SHIRTS, PYJAMAS, SOCKS,
DRESSING GOWNS, OVERCOATS, ETC.,

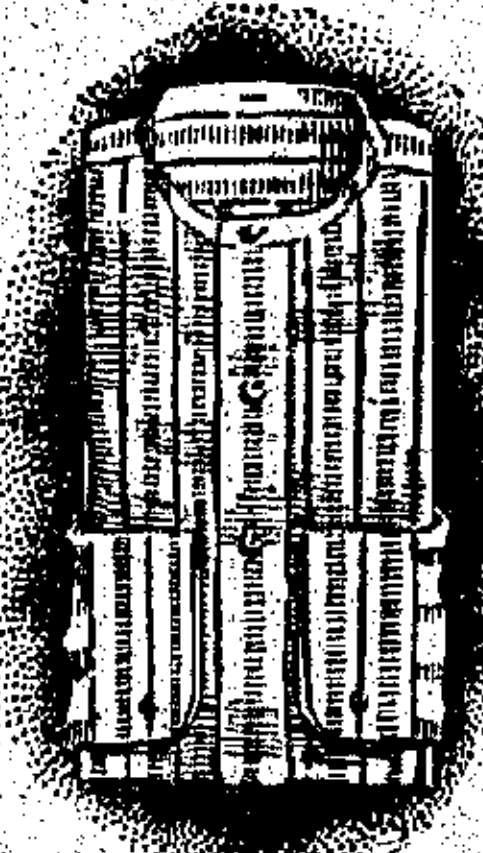
AT MOST MODERATE PRICES.

MEN'S LONDON MADE

PYJAMAS IN ALL SIZES. RELIABLE QUALITIES.



COTTON AND WOOL (Medium Weight) ... \$4 and \$5 Per Suit.
COTTON Light ... 6.50
COTTON Medium ... 7.50
TWEED COTTON Heavy ... 8.00
ANGORA TWEED Medium ... 11.00
WOOL CREPE Medium ... 8.00
VIVELLA Tropical ... 10.50



SHIRTS LONDON MADE. LATEST STYLES.

COLOURED TUNIC SHIRTS ... \$3.00 to \$4.00 each.
WHITE TUNIC STIFF CUFFS ... 3.50 each 6 for \$15.50
" " SOFT DOUBLE CUFFS 4.00 " 6 for 22.00
VIVELLA SHIRTS ... 5.00 to 7.00 each.

DRESS SHIRTS

SOFT PLEATED FRONTS ... \$4.00 each 6 for 22.00
STIFF FRONTS (all styles) ... 3.50 to 5.00 each.

ORDERS BY POST RECEIVE PROMPT ATTENTION.

LANE, CRAWFORD & Co.

[39]

TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.
RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.
For further particulars apply to—
H. M. H. NEMAZEE,
10, Des Vaux Road.
Hongkong, 3rd November, 1914. [1319]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Lee House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 11th November, 1914. [1336]

TO LET.

NO. 3, MOUNTAIN VIEW, PEAK.
21, CONNAUGHT ROAD CENTRAL.
Nos. 15, 16 and 17, SHOPS.
Apply to—
M. J. D. STEPHENS,
13, Bank Buildings,
Hongkong, 27th November, 1914. [1234]

TO LET.

NO. 163, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st November, 1914. [1231]

TO LET—FULLY FURNISHED.

NO. 5, MORRISON HILL. Immediate Possession.
Apply—
HARRY WICKING & Co.
Hongkong, 29th October, 1914. [1303]

TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexander Buildings,
Hongkong, 6th November, 1914. [1329]

TO LET.

NO. 2, CANTON VILLAS, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st November, 1914. [1232]

TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.
Apply to—
DEACON, LOOKER, DEACON & HARTSON,
Hongkong, 29th October, 1914. [1305]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [923]

TO LET.

NOS. 12, 21, 22 and 23, SHELLEY STREET, Newly Painted and Coloured.
No. 18, BELLIOS TERRACE, "KIRKENDOA" Furnished, No. 122, Plantation Road, Peak.
"BEACONSFIELD" Battery Path.
No. 59, THE PEAK (CAMERON VILLAS)
Apply to—
LINTAED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 30th October, 1914. [1174]

TO LET.

RAVENSHILL EAST, Park Road, Breezy Point. Large Reception Rooms, Excellent Bath and Bath Rooms and Offices. All well furnished. Moderate Rent.
PERCY SMITH, SETH & FLEMING,
No. 5, Queen's Road Central,
Hongkong, 26th November, 1914. [1330]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE,
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Map of historical interest showing the disposition of the Forces at the battle of Kweilin, dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. REINHOLD.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.
PRICE \$3.50.
To be obtained from Messrs. KELLY & WATSON, Ltd., Messrs. HENRY & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK (NEDERLANDS-INDIA COMMERCIAL BANK.)

ESTABLISHED 1883.
Authorised Capital Fl. 30,000,000 (£3,500,000)
Paid-up Capital... Fl. 18,907,000 (£1,659,000)
Reserve Fund ... Fl. 7,765,500 (£647,125)
HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.
LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A. DUNLOP, Manager,
No. 3, Des Vaux Road Central,
Hongkong, 17th November, 1914. [21]

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 8,750,000
Reserve Funds ... " 3,750,000
HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.
Amoy, Kichang, Shanghai
Batavia, Kobe, Singapore
Bombay, London, Swatow
Calcutta, Manila, Taichu
Canton, Moji, Tientsin
Dairen, Nagasaki, Takow
Fookow, Newchwang, Tamsui
Hongkong, New York, Tokyo
Yagui, Osaka, Yokohama
Keelung, San Francisco, Etc.
HONGKONG OFFICE,
3, Des Vaux Road.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [1311]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds:—
Sterling ... \$1,500,000 at 2/- = \$1,500,000
Silver ... " " = \$1,500,000
Reserve Liability of Proprietors \$33,000,000
Total \$15,000,000

CHIEF MANAGER:
HONGKONG—N. J. STARR.
MANAGER:
Shanghai—A. G. STEPHENS.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1/2 per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STARR,
Chief Manager.
Hongkong, 11th November, 1914. [115]

THE VECANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... \$1,500,000
Subscribed " ... 1,250,000
Paid-up " ... 532,500
Reserve Fund " ... 435,000
BANKERS AT
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON,
Manager.
Hongkong, 10th July 1914. [1149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
Paid-up Capital... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000
FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year at shorter periods at rates which will be quoted on application.
Wm. DICKSON,
Manager.
Hongkong, 6th June, 1914. [1494]

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 2nd November, 1914. [16]

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay, London,
Calcutta, Manila,
Canton, Panama,
Cebu, Peking,
Colon, San Francisco,
Hankow, Shanghai,
Hongkong, Singapore,
Kobe, Yokohama.

CAPITAL PAID-UP (U.S. Gold) \$3,250,000
RESERVE FUNDS 1,060,000
(Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager
9, Queen's Road,
Hongkong, 22nd October, 1914. [959]

THE

BANK OF CHINA.
GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital \$30,000,000.
Paid-up Capital \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatsing, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang, TIENTSIN: Paoting, Tongshan, Luanshan, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaoisin, Chiahsin, Lanchi, Huchow, Ningpo. KALANG: Changteh, Sinyang, Loh, Chowkeu. TAIWAN: Chowsan, Tamsien, Linchi, Lintiao, Tsinien, Xituh, Huiming, Chefoo, Tsingtau. TAIWAN: Yuncheng, Fookow, CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung, Canton, Kueiyang, Peking: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 18th October, 1914. [1243]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 5th Dec., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.
No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 21st November, 1914. [1380]

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
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Hongkong, 21st November, 1914. [1380]

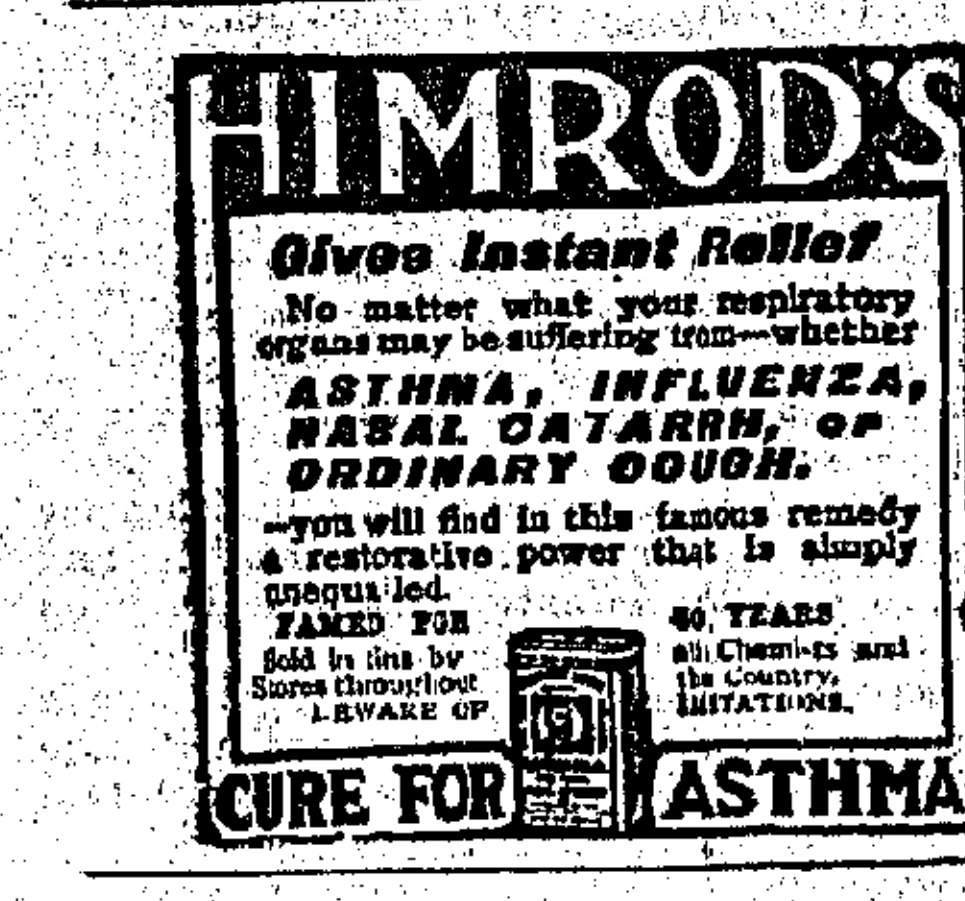
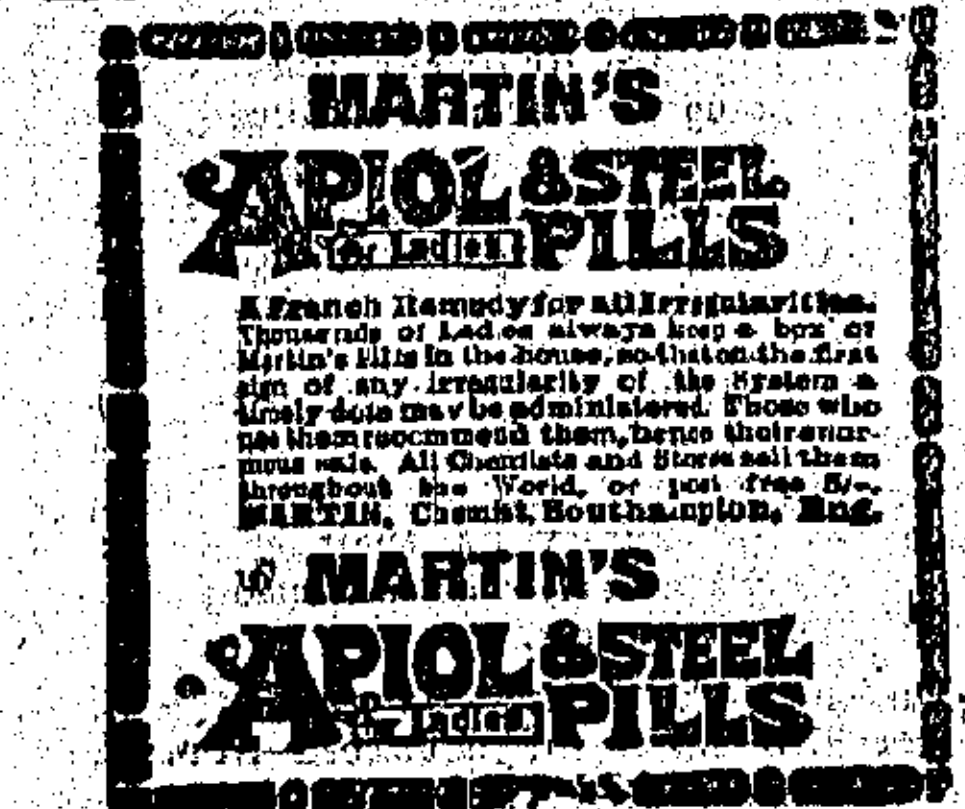
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From 23rd November to 4th December, 1914.

Day of Week	Date	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Satur.	23	6.24	5.4	0.23	3.8
Sun.	24	6.51	6.3	0.12	3.0
Mon.	25	7.14	6.7	0.43	3.2
Tues.	26	7.21	7.1	2.4	3.6
Wed.	27	7.34	7.4	1.42	3.5
Thurs.	28	7.18	7.3	2.1	3.7
Fri.	29	7.11	7.2	2.0	3.8
Sat.	30	7.04	7.1	2.0	3.9

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SPY ORGANIZATION IN ENGLAND. GERMANY'S WASTED EFFORTS. HOME OFFICE STATEMENT OF PRECAUTIONS. ESPIONAGE PUNISHABLE BY DEATH.

The following is communicated by the Home Office:—
In view of the anxiety naturally felt by the public with regard to the system of espionage on which Germany has placed so much reliance and to which attention has been directed by recent reports from the seat of war, it may be well to state briefly the steps which the Home Office, acting on behalf of the Admiralty and War Office, has taken to deal with the matter in this country. The secrecy which it has hitherto been desirable in the public interest to observe on certain points cannot any longer be maintained owing to the evidence which it is necessary to produce in cases against spies that are now pending.

It was clearly ascertained five or six years ago that the Germans were making great efforts to establish a system of espionage in this country, and in order to trace and thwart these efforts a Special Intelligence Department was established by the Admiralty and the War Office which has ever since acted in the closest co-operation with the Home Office and Metropolitan Police and the principal provincial police forces. In 1911, by the passing of the Official Secrets Act, 1911, the law with regard to espionage, which had hitherto been confused and defective, was put on a clear basis and extended so as to embrace every possible mode of obtaining and conveying to the enemy information which might be useful in war.

AGENTS WATCHED AND SHADOWED.
The Special Intelligence Department, supported by all the means which could be placed at its disposal by the Home Secretary, was able in three years, from 1911 to 1914, to discover the ramifications of the German Secret Service in England. In spite of enormous efforts and lavish expenditure of money by the enemy, little valuable information passed into their hands. The agents, of whose identity knowledge was obtained by the Special Intelligence Department, were watched and shadowed without in general taking any hostile action or allowing them to know that their movements were watched. When, however, any actual step was taken to convey plans or documents of importance from this country to Germany, the spy was arrested and in such case evidence sufficient to secure his conviction was usually found in his possession. Proceedings under the Official Secrets Acts were taken by the Director of Public Prosecutions, and in six cases sentences were passed varying from 18 months to six years' penal servitude. At the same time steps were taken to mark down and keep under observation all the agents known to be engaged in this traffic, so that when any necessity arose the police might lay hands on them at once; and accordingly on the 4th August, before the Declaration of War, instructions were given by the Home Secretary for the arrest of 20 known spies, and all were arrested. This figure does not cover a large number (upwards of 200) who were noted as under suspicion or to be kept under special observation. The great majority of these were interned at or soon after the declaration of war.

None of the men arrested in pursuance of the orders issued on August 4th has yet been brought to trial, partly because the officers whose evidence would have been required were engaged in urgent duties in the early days of the war, but mainly because the prosecution by disclosing the means adopted to track out the spies and prove their guilt would have hampered the Intelligence Department in its further efforts. They were and are held as prisoners under the powers given to the Secretary of State by the Aliens Restriction Act. One of them, however, who established a claim to British nationality, has now been formally charged; and, the reasons for delay no longer existing, it is a matter for consideration whether the same course should now be taken with regard to some of the other known spies.

ORGANIZATION BROKEN UP.

Although this action taken on August 4th is believed to have broken up the spy organization which had been established before the war, it is still necessary to take the most rigorous measures to prevent the establishment of any fresh organization and to deal with individual spies who might previously have been working in this country outside the organization, or who might be sent here under the guise of neutrals after the declaration of war. In carrying this out the Home Office and War Office have now the assistance of the cable censorship, which, established originally to deal with correspondence with Germany and Austria, has been gradually extended so as to cover communications with those neutral countries through which correspondence might readily pass to Germany or Austria. The censorship has been extremely effective in stopping secret communications by cable or letter with the enemy, but its existence was necessarily known to them it has not, except in a few instances, produced materials for the detection of espionage.

On August 5th, the Aliens Restriction Act was passed, and within an hour of its passing an Order in Council was made which gave the Home Office and the police stringent powers to deal with Aliens, and especially enemy Aliens, who under this Act could be stopped from entering or leaving the United Kingdom, and were prohibited while residing in this country from having in their possession any wireless or signalling apparatus of any kind, or any carrier or homing pigeons. Under this Order all those districts where the Admiralty or War Office considered it undesirable that enemy Aliens should

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reside have been cleared by the police of Germans and Austrians, with the exception of a few persons, chiefly women and children, whose character and antecedents are such that the local Chief Constable, in whose discretion the matter is vested by the Order, considered that all ground for suspicion was precluded. At the same time the Post Office, acting under the powers given them by the Wireless Telegraphy Acts, dismantled all private wireless stations; and they established a special system of wireless detection by which any station actually used for the transmission of messages from this country could be discovered. The police have co-operated successfully in this matter with the Post Office.

TRIAL BY COURT-MARTIAL.

New and still more stringent powers for dealing with espionage were given by the Defence of the Realm Act, which was passed by the Home Secretary through the House of Commons and received the Royal Assent on August 8th. Orders in Council have been made under this Act which prohibit, in the widest possible terms, any attempt on the part either of Aliens or of British subjects to communicate any information which is calculated to be or might be directly or indirectly useful to an enemy; and any person offending against this prohibition is liable to be tried by Court-martial and sentenced to penal servitude for life. The effect of these Orders is to make espionage a military offence. Power is given both to the police and to the military authorities to arrest without a warrant any person whose behaviour is such as to give rise to suspicion, and any person so arrested by the police would be handed over to the military authorities for trial by Court-martial. Only in the event of the military authorities holding that there is no *prima facie* case of espionage, or any other offence triable by military law is a prisoner handed back to the civil authorities to consider whether he should be charged with failing to register or with any other offence under the Aliens Restriction Act.

The present position is therefore that espionage has been made by statute a military offence triable by Court-martial. If tried under the Defence of the Realm Act the maximum punishment is penal servitude for life; but if dealt with outside that Act as a war crime the punishment of death can be inflicted.

At the present moment one case is pending in which a person charged with attempting to convey information to the enemy is now awaiting his trial by Court-martial; but in no other case has any clear trace been discovered of any attempt to convey information to the enemy, and there is good reason to believe that the spy organization crushed at the outbreak of the war has not been re-established.

How completely that system had been suppressed in the early days of the war is clear from the fact disclosed in a German Army Order—that on the 21st of August the German Military Commanders were still ignorant of the dispatch and movements of the British Expeditionary Force, although these had been known for many days to a large number of people in this country.

THE KEEPING OF PIGEONS.

The fact, however, of this initial success does not prevent the possibility of fresh attempts at espionage being made, and there is no relaxation in the efforts of the Intelligence Department and of the police to watch and detect any attempts in this direction. In carrying out their duties the military and police authorities would expect that persons having information of cases of suspected espionage would communicate the grounds of the suspicion to local military authorities or to the local police, who are in direct communication with the Special Intelligence Department, instead of causing unnecessary public alarm and possibly giving warning to the spies by public speeches or letters to the Press. In cases in which the Director of Public Prosecutions has appealed to the authors of such letters and speeches to supply him with the evidence upon which their statements were founded in order that he might consider the question of prosecuting the offenders, no evidence of any value has as yet been forthcoming.

Among other measures which have been taken has been the registration, by order of the Secretary of State made under the Defence of the Realm Act, of all persons keeping carrier or homing pigeons. The importation and the conveyance by rail of these birds have been prohibited, and with the valuable assistance of the National Homing Union, a system of registration has been extended to the whole of the United Kingdom, and measures have been taken which, it is believed, will be effective to prevent the possibility of any birds being kept in this country which would fly to the Continent. Another matter which has engaged the closest attention of the police has been the possibility of conspiracies to commit outrage. No trace whatever has been discovered of any such conspiracy, and no outrage of any sort has yet been committed by any Alien—not even telegraph wires having been maliciously cut since the beginning of the war. Nevertheless it has been necessary to bear in mind the possibility that such a secret conspiracy might exist or might be formed among Aliens resident in this country. Accordingly, immediately after the commencement of hostilities, rigorous search was made by the police in the houses of Germans and Austrians, in their clubs, and in all places where they were likely to resort. In a few cases individuals were found who were in possession of a gun or pistol which they had not declared, and in one or two cases there were small collections of ancient firearms, and in such cases the offenders have been prosecuted and punished; but no store of effective arms—still less any bombs or instruments of destruction—have so far been discovered. From the beginning any Germans or Austrians who were deemed by the police to be likely to be dangerous were apprehended, handed over to the military authorities, and detained as prisoners of war; and, as soon as the military authorities desired it, general action was taken to arrest and hand over to military custody Germans of military age, subject to exceptions which have properly been made on grounds of policy. About 9,000 Germans and Austrians of military age have been so arrested and are held as prisoners of war in detention camps, and among them are included those who are regarded by the police as likely in any possible event to take part in any outbreak of disorder or incendiarism.

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MORE DISPATCHES FROM
SIR JOHN FRENCH.

FROM MARNE TO AISNE.

FINE WORK OF THE QUEEN'S
BAYS.

The following is the second of the two dispatches given out by the War Office for publication on October 18th:—

8th October, 1914.

My Lord, I have the honour to report the operations in which the British Forces in France have been engaged since the evening of the 10th September.

1.—In the early morning of the 11th the further pursuit of the enemy was commenced; and the three Corps crossed the Oise practically unopposed, the Cavalry reaching the line of the Aisne River; the 1st, 2nd and 3rd Divisions south of Soissons, the 4th, 5th and 6th on the high ground at Courcelles and Cerny.

On the afternoon of the 12th, from the position encountered by the 6th French Army to the west of Soissons, by the 3rd Corps south of Missy and Vailly, and certain indications all along the line, I formed the opinion that the enemy had, for the moment at any rate, arrested his retreat, and was preparing to dispute the passage of the Aisne with some vigour.

South of Soissons the Germans were holding Mont de Paris against the attack of the right of the French 6th Army, when the 3rd Corps reached the neighbourhood of Ruanney, south-east of that place. With the assistance of the Artillery of the 3rd Corps the French drove them back across the river at Soissons, where they destroyed the bridges.

The heavy artillery fire which was visible for several miles in a westerly direction in the valley of the Aisne showed that the 6th French Army was meeting with strong opposition all along the line.

On this day the Cavalry under General Allenby reached the neighbourhood of Braine and did good work in clearing the town and the high ground beyond it of strong hostile detachments. The Queen's Bays are particularly mentioned by the General as having assisted greatly in the success of this operation. They were well supported by the 3rd Division, which on this night bivouacked at Brenelle, south of the river.

The 5th Division approached Missy, but were unable to make headway.

The 1st Army Corps reached the neighbourhood of Vauxecres without much opposition.

In this manner the Battle of the Aisne commenced.

CHARACTER OF THE COUNTRY.

2.—The Aisne Valley runs generally east and west, and consists of a flat-bottomed depression of width varying from half a mile to two miles, down which the river follows a winding course to the west at some points near the southern slopes of the valley and at others near the northern. The high ground both on the north and south of the river is approximately 400 feet above the bottom of the valley and is very similar in character, as are both slopes of the valley itself, which are broken into numerous rounded spurs and re-entrants. The most prominent of the former are the Chivres spur on the right bank and Sermoise spur on the left. Near the latter place the general plateau on the south is divided by a subsidiary valley of much the same character, down which the small River Vesle flows to the main stream near Sermoise.

The slopes of the plateau overlooking the Aisne on the north and south are of varying steepness, and are covered with numerous patches of wood, which also stretch upwards and backwards over the edge on to the top of the high ground. There are several villages and small towns dotted about in the valley itself and along its sides, the chief of which is the town of Soissons.

The Aisne is a sluggish stream of some 170 feet in breadth, but, being 16 feet deep in the centre, it is formidable. Between Soissons on the west and Villers on the east (the part of the river attacked and secured by the British Forces) there are eleven road bridges across it. On the north bank, a narrow-gauge railway runs from Soissons to Vailly, where it crosses the river and continues eastward along the south bank. From Soissons to Sermoise a double line of railway runs along the south bank, turning at the latter place up the Vesle Valley towards Bazoches.

The position held by the enemy is a very strong one, either for a delaying action or for a defensive battle. One of its chief military characteristics is that from the high ground on neither side can the top of the plateau on the other side be seen except for small stretches. This is chiefly due to the woods on the edges of the slopes. Another important point is that all the bridges are under either direct or high-angle artillery fire.

The tract of country above described, which lies north of the Aisne, is well adapted to concealment, and was so skilfully turned to account by the enemy as to render it impossible to judge the real nature of his opposition to our passage of the river, or to accurately gauge his strength; but I have every reason to conclude that strong rearguards of at least three army corps were holding the passage on the early morning of the 13th.

3.—On that morning I ordered the British Forces to advance and make good the Aisne. The 1st Corps and the Cavalry advanced on the river. The 1st Division was directed on Chavonneville via the canal bridge at Bourg, and the 2nd Division on Courtenay and Prusles via Pont-Arcy and on the canal to the north of Braye et Chavonne. On the right the Cavalry and 1st Division met with slight opposition, and found a passage by means of the canal, which crosses the river by an aqueduct. The Division was therefore able to press on, supported by the Cavalry Division on its outer flank, driving back the enemy in front of it.

CROSSING ON A BROKEN BRIDGE.

On the left the leading troops of the 2nd Division reached the river by 9 o'clock. The 5th Infantry Brigade was only enabled to cross, in single file and under considerable shell fire, by means of the broken girder of the bridge which was not entirely submerged in the river. The construction of a pontoon bridge was at once undertaken, and was completed by 5 o'clock in the afternoon.

On the extreme left the 4th Guards Brigade met with severe opposition at Chavonne, and it was only late in the afternoon that it was able to establish a foothold on the northern bank of the river by ferrying one battalion across in boats.

By nightfall the 1st Division occupied the area Moulin-Paissy-Gery, with posts in the village of Vendresse.

The 2nd Division bivouacked as a whole on the southern bank of the river, leaving only the 5th Brigade on the north bank to establish a bridge head.

The 2nd Corps found all the bridges in front of them destroyed, except that of Condé, which was in possession of the enemy, and remained so until the end of the battle. In the approach to Missy, where the 5th Division eventually crossed, there is some open ground which was swept by heavy fire from the opposite bank. The 13th Brigade was, therefore, unable to advance; but the 14th, which was directed to the east of Venizel at a less exposed point, was rafted across, and by night established itself with its left at St. Marguerite. They were followed by the 15th Brigade; and later on both the 14th and 15th supported the 4th Division on their left in repelling a heavy counter-attack on the 3rd Corps.

On the morning of the 13th the 3rd Corps found the enemy had established himself in strength on the Vregy Plateau. The road bridge at Venizel was repaired during the morning, and a reconnaissance was made with a view to throwing a pontoon bridge at Soissons.

The 13th Infantry Brigade crossed at Venizel, and was assembled at Buey Le Long by 1 p.m., but the bridge was so far damaged that artillery could only be man-handled across it. Meanwhile the construction of a bridge was commenced close to the road bridge at Venizel.

At 2 p.m. the 13th Infantry Brigade attacked in the direction of Chivres and Vregy with the object of securing the high ground east of Chivres as a necessary preliminary to a further advance northwards. This attack made good progress, but at 5.30 p.m. the enemy's artillery and machine-gun fire from the direction of Vregy became so severe that no further advance could be made. The positions reached were held till dark.

The pontoon bridge at Venizel was completed at 5.30 p.m., when the 10th Infantry Brigade crossed the river and moved to Buey Le Long.

THURSDAY TO THE ROYAL ENGINEERS.

The 10th Infantry Brigade moved to Billy sur Aisne, and before dark all the artillery of the Division had crossed the river, with the exception of the Heavy Battery and one Brigade of Field Artillery.

During the night the positions gained by the 13th Infantry Brigade to the east of the stream running through Chivres were handed over to the 6th Division.

The section of the Bridging Train allotted to the 3rd Corps began to arrive in the neighbourhood of Soissons late in the afternoon, when an attempt to throw a heavy pontoon bridge at Soissons had to be abandoned, owing to the fire of the enemy's heavy howitzers.

In the evening the enemy retired at all points and entrenched himself on the high ground about two miles north of the river, along which runs the Chemin-des-Dames. Detachments of infantry, however, strongly entrenched in commanding points along slopes of the various spurs, were left in front of all three corps, with powerful artillery in support of them.

During the night of the 13th and on the 14th and following days the Field Companies were incessantly at work night and day. Eight pontoon bridges and one foot bridge were thrown across the river under generally very heavy artillery fire, which was incessantly kept up on to most of the crossings after completion. Three of the road bridges, i.e., Venizel, Missy, and Vailly, and the railway bridge east of Vailly were temporarily repaired so as to take foot traffic, and the Villers bridge made fit to carry weights up to six tons.

Preparations were also made for the repair of the Missy, Vailly, and Bourg bridges so as to take mechanical transport.

The weather was very wet and added to the difficulties by cutting up the already indifferent approaches, entailing a large amount of work to repair and improve.

The operations of the Field Companies during this most trying time are worthy of the best traditions of the Royal Engineers.

4.—On the evening of the 14th it was still impossible to decide whether the enemy was only making a temporary halt, covered by rearguards or whether he intended to stand and defend the position. With a view to clearing up the situation, I ordered a general advance.

The action of the 1st Corps on this day under the direction and command of Sir Douglas Haig was of so skilful, bold, and decisive a character that he gained positions which alone have enabled me to maintain my position for more than three weeks of very severe fighting on the north bank of the river.

The corps was directed to cross the line Moulin-Moussy by 7 a.m.

ENEMY'S STUBBORN RESISTANCE.

On the right the General Officer Commanding the 1st Division directed the 2nd Infantry Brigade (which was in billets and bivouacked about Moulin) and the 25th Brigade (less one battery), under General Bullen, to move forward before daylight, in order to protect the advance of the division sent up the valley to Vendresse. An officers' patrol sent out by this brigade reported a considerable force of the enemy near the factory north of Troyon, and the Brigadier accordingly directed two regiments (the King's Royal Rifles and the Royal Sussex Regiment) to move at 3 a.m. The Northamptonshire Regiment was ordered to move at 4 a.m. to occupy the spur east of Troyon. The remaining regiment of the brigade (the Royal North Lancashire Regiment) moved at 5.30 a.m. to the village of Vendresse.

The factory was found to be held in considerable strength by the enemy, and the Brigadier ordered the Royal North Lancashire Regiment to support the King's Royal Rifles and the Sussex Regiment. Even with this support the force was unable to make headway, and on the arrival of the 1st Brigade the Colchester Guards were moved up to support the right of the leading brigade (the 2nd) while the remainder of the 1st Brigade supported its left.

About noon the situation was roughly that the whole of these two brigades were extended along a line running east and west,

north of the line Troyon and south of the Chemin-des-Dames. A party of the Royal North Lancashire Regiment had seized and were holding the factory. The enemy held a line of entrenchments north and east of the factory in considerable strength, and every effort to advance against this line was driven back by heavy shell and machine-gun fire.

The morning was wet and a heavy mist hung over the hills, so that the 25th Artillery Brigade and the Divisional Artillery were unable to render effective support to the advanced troops until about 9 o'clock. By 10 o'clock the 3rd Infantry Brigade had reached a point one mile south of Vendresse, and from there it was ordered to continue the line of the 1st Brigade and to connect with and help the right of the 2nd Division. A strong hostile column was found to be advancing, and by a vigorous counter-attack with two of his battalions the Brigadier checked the advance of this column and relieved the pressure on the 2nd Division. From this period until late in the afternoon the fighting consisted of a series of attacks and counter-attacks. The counter-strokes by the enemy were delivered at first with great vigour, but later on they decreased in strength, and all were driven off with heavy loss.

On the left the 6th Infantry Brigade had been ordered to cross the river and to pass through the line held during the preceding night by the 5th Infantry Brigade and occupy the Courtenay Ridge, whilst a detached force, consisting of the 4th Guards Brigade and the 30th Brigade, Royal Field Artillery, under Brigadier-General Porcaval, were ordered to proceed to a point east of the village of Ostel.

The 6th Infantry Brigade crossed the river at Pont-Arcy, moved up the valley towards Braye, and at 9 a.m. had reached the line Tillieu-La Buvellie. On this line they came under heavy artillery and rifle fire, and were unable to advance until supported by the 34th Brigade, Royal Field Artillery, and the 44th Howitzer Brigade and the Heavy Artillery.

GUARDS' HARD TASK.

The 4th Guards Brigade crossed the river at 10 a.m. and met with very heavy opposition. It had to pass through dense woods; field artillery support was difficult to obtain; but one section of a field battery pushed up to and within the firing line. At 1 p.m. the left of the brigade was south of the Ostel Ridge.

At this period of the action the enemy obtained a footing between the 1st and 2nd Corps, and threatened to cut the communications of the latter.

Sir Douglas Haig was very hardly pressed and had no reserve in hand. I placed the Cavalry Division at his disposal, part of which he skilfully used to prolong and secure the left flank of the Guards Brigade. Some heavy fighting ensued, which resulted in the enemy being driven back with heavy loss.

About 4 o'clock the weakening of the counter-attacks by the enemy and other indications tended to show that his resistance was decreasing, and a general advance was ordered by the Army Corps Commander. Although meeting with considerable opposition and coming under very heavy artillery and rifle fire, the position of the corps at the end of the day's operations extended from the Chemin-des-Dames on the right through Chivry, to Le Cour de Soupir, with the 1st Cavalry Brigade extending to the Chavonne-Sosso road.

On the right the corps was in close touch with the French Moroccan troops of the 18th Corps, which were entrenched in echelon to its right rear. During the night they entrenched this position.

SIR DOUGLAS HAIG COMMENTED.

Throughout the Battle of the Aisne this advanced and commanding position was maintained, and I cannot speak too highly of the valuable services rendered by Sir Douglas Haig and the Army Corps under his command. Day after day and night after night the enemy's infantry has been hurled against him in violent counter-attacks which have never on any one occasion succeeded, whilst the trenches all over his position have been under continuous heavy artillery fire.

The operations of the 1st Corps on this day resulted in the capture of several hundred prisoners, some field pieces, and machine-guns.

The casualties were very severe, one brigade alone losing three of its four colonels. The 3rd Division commenced a further advance, and had nearly reached the plateau of Aisy, when they were driven back by a powerful counter-attack supported by heavy artillery. The division, however, fell back in the best order, and finally entrenched itself about a mile north of Vailly Bridge, effectively covering the passage.

The 4th and 5th Divisions were unable to do more than maintain their ground.

5.—On the morning of the 15th, after close examination of the position, it became clear to me that the enemy was making a determined stand; and this view was confirmed by reports which reached me from the French Armies fighting on my right and left, which clearly showed that a strongly entrenched line of defence was being taken up from the north of Compiègne, eastward and south-eastward, along the whole valley of the Aisne up to and beyond Reims.

ENEMY'S RETIREMENT.

A few days previously the fortress of Maubeuge fell, and a considerable quantity of siege artillery was brought down from that place to strengthen the enemy's position in front of us.

During the 15th shells fell in our position which have been judged by experts to be thrown by eight-inch siege guns with a range of 10,000 yards. Throughout the whole course of the battle our troops have suffered very heavily from this fire, although its effect was largely mitigated by more efficient and thorough entrenching, the necessity for which I impressed strongly upon Army Corps Commanders. In order to assist them in this work all villages within the area of our occupation were searched for heavy entrenching tools, a large number of which were collected.

3RD DIVISION'S RETIREMENT.

In view of the peculiar formation of the ground on the north side of the river between Missy and Soissons, and its extraordinary adaptability to a force on the defensive, the 3rd Division found it impossible to maintain its position on the southern edge of the Chivres Plateau, as the enemy in possession of the village of Vregy to the west was able to bring a flank fire to bear upon it. The division had, therefore, to retire to a line the left of which was at the village of Marguerite, and thence ran by the north edge of Missy back to the river to the east of that place.

With great skill and tenacity Sir Charles Ferguson maintained this position throughout the whole battle, although his trenches were necessarily on lower ground than that occupied by the enemy on the southern edge of the plateau, which was only 400 yards away.

General Hamilton, with the 3rd Division, vigorously attacked to the north, and regained all the ground he had lost on the 15th, which throughout the battle has formed a most powerful and effective bridge head.

6.—On the 16th the 6th Division came up into line.

It had been my intention to direct the 1st Corps to attack and seize the enemy's position on the Chemin-des-Dames, supporting it with the new reinforcement. I hoped from the position thus gained to bring effective fire to bear across the front of the 3rd Division, which, by securing the advance of the latter, would also take the pressure of the 5th Division and the 3rd Corps.

But any further advance of the 1st Corps would have dangerously exposed my right flank. And, further, I learned from the French Commander-in-Chief that he was strongly reinforcing the 6th French Army on my left, with the intention of bringing up the Allied left to attack the enemy's flank and thus compel his retirement. I therefore sent the 6th Division to join the 3rd Corps with orders to keep it on the south side of the river, as it might be available in general reserve.

SUCCESSFUL BAYONET CHARGE.

On the 17th, 18th, and 19th the whole of our line was heavily bombarded, and the 1st Corps was constantly and heavily engaged. On the afternoon of the 17th the right flank of the 1st Division was seriously threatened. A counter-attack was made by the Northamptonshire Regiment in combination with the Queen's, and one battalion of the Divisional Reserve was moved up in support. The Northamptonshire Regiment, under cover of mist, crept up to within a hundred yards of the enemy's trenches and charged with the bayonets, driving them out of the trenches and up the hill. A very strong force of hostile infantry was then disclosed on the crest line. This new line was entailed by part of the Queen's and the King's Royal Rifles, which wheeled to their left on the extreme right of our infantry line and were supported by a squadron of cavalry on their outer flank. The enemy's attack was ultimately driven back with heavy loss.

On the 18th, during the night, the Northamptonshire Regiment advanced from their position near Chivry, filled in the enemy's trenches, and captured two Maxim guns.

On the extreme right the Queen's were heavily attacked, but the enemy was repulsed with great loss. About midnight the attack was renewed on the 1st Division, supported by artillery fire, but was again repulsed.

Shortly after midnight an attack was made on the left of the 2nd Division with considerable force, which was also thrown back.

At about 1 p.m. on the 19th the 2nd Division drove back a heavy infantry attack strongly supported by artillery fire. At dusk the attack was renewed and again repulsed.

On the 18th I discussed with the General Officer Commanding the 2nd Army Corps and his Divisional Commanders the possibility of driving the enemy out of Condé, which lay between his two divisions, and securing the bridge, which has remained throughout in his possession.

As, however, I found that the bridge was closely commanded from its points on the south side and that satisfactory arrangements were made to prevent any issue from it by the enemy by day or night, I decided that it was not necessary to incur the losses which an attack would entail, as, in view of the position of the 2nd and 3rd Corps, the enemy could make no use of Condé, and would be automatically forced out of it by any advance which might become possible for us.

GENERAL Joffre's NEW PLAN.

7.—On this day information reached me from General Joffre that he had found it necessary to make a new plan, and to attack and envelop the German right flank.

It was now evident to me that the battle in which we had been engaged since the 12th instant must last some days longer until the effect of this new flank movement could be felt and a way opened to drive the enemy from his positions.

It thus became essential to establish some system of regular relief in the trenches, and I have used the infantry of the 6th Division for this purpose with good results. The relieved brigades were brought back alternately south of the river, and, with the artillery of the 6th Division, formed a general reserve on which I could rely in case of necessity.

The Cavalry has rendered most efficient and ready help in the trenches, and have done all they possibly could to lighten the arduous and trying task which has of necessity fallen to the lot of the Infantry.

On the evening of the 15th and throughout the 20th the enemy again commenced to show considerable activity. On the former night a severe counter-attack on the 3rd Division was repulsed with considerable loss, and early on Sunday morning various hostile attempts were made on the trenches of the 1st Division. During the day the enemy suffered another severe repulse in front of the 2nd Division, losing heavily in the attempt. In the course of the afternoon the enemy made desperate attempts against the trenches all along the front of the Corps, but with similar results.

After dark the enemy again attacked the 2nd Division, only to be again driven back.

Our losses on these two days were considerable, but the number, as obtained, of the enemy's killed and wounded vastly exceeded them.

As the troops of the 1st Army Corps were much exhausted by this continual fighting, I reinforced Sir Douglas Haig with a brigade from the reserve, and called upon the 1st Cavalry Division to assist them.

On the night of the 21st another violent counter-attack was repulsed by the 3rd Division, the enemy losing heavily.

ARRIVAL OF HEAVY GUNS.

On the 23rd the four six-inch howitzer batteries, which I had asked to be sent from home, arrived. Two batteries were handed over to the 2nd Corps and two to the 1st Corps. They were brought into action on the 24th with very good results.

Our experiences in this campaign seem to point to the employment of more heavy guns of a larger calibre in great battles, but for several days, during which time powerful entrenching work on both sides can be carried out.

These batteries were used with considerable effect on the 24th and the following days.

8.—On the 23rd the action of General de Castelnau's Army on the Allied left developed considerably, and apparently withdrew considerable forces of the enemy away from the centre and east. I am not aware whether it was due to this cause or not, but until the 26th it appeared as though the enemy's opposition in our front was weakening. On that day, however, a very marked renewal of activity commenced. A constant and vigorous artillery bombardment was maintained all day, and the Germans in front of the 1st Division were observed to be "sapping" up to our line and trying to establish new trenches. Renewed counter-attacks were delivered and beaten off during the course of the day, and in the afternoon a well-timed attack by the 1st Division stopped the enemy's entrenching work.

During the night of 27th-28th the enemy again made the most determined attempts to capture the trenches of the 1st Division, but without the slightest success.

Similar attacks were reported during these three days all along the line of the Allied front, and it is certain that the enemy then made one last great effort to establish ascendancy. He was, however, unsuccessful everywhere, and is reported to have suffered heavy losses. The same futile attempts were made all along our front up to the evening of the 28th, when they died away, and have not since been renewed.

SPLENDID SPIRIT OF THE TROOPS.

On former occasions I have brought to your Lordship's notice the valuable services performed during this campaign by the Royal Artillery.

Throughout the Battle of the Aisne they have displayed the same skill, endurance, and tenacity, and I deeply appreciate the work they have done.

Sir David Henderson and the Royal Flying Corps under his command have again proved their incalculable value. Great strides have been made in the development of the use of aircraft in the tactical sphere by establishing effective communication between aircraft and units in action.

It is difficult to describe adequately and accurately the great strain to which officers and men were subjected almost every hour of the day and night throughout this battle.

I have described above the severe character of the artillery fire which was directed from morning till night, not only upon the trenches, but over the whole surface of the ground occupied by our forces. It was not until a few days before the position was evacuated that the heavy guns were removed and the fire slackened. Attack and counter-attack occurred at all hours of the night and day throughout the whole position, demanding extreme vigilance, and permitting only a minimum of rest.

The fact that between the 12th September to the date of this dispatch that total numbers of killed, wounded, and missing reached the figures amounted to 301 officers, 12,950 men, proves the severity of the struggle.

The tax on the endurance of the troops was further increased by the heavy rain and cold which prevailed for some ten or twelve days of this trying time.

The Battle of the Aisne has once more demonstrated the splendid spirit, gallantry, and devotion which animates the officers and men of His Majesty's Forces.

With reference to the last paragraph of my dispatch of September 7th, I append the names of officers, non-commissioned officers, and men brought forward for special mention by Army Corps Commanders and heads of departments for services rendered from the commencement of the campaign up to the present date.

I entirely agree with these recommendations and beg to submit them for your Lordship's consideration.

OFFICERS SPECIALLY COMMENDED.

I further wish to bring forward the names of the following officers who have rendered valuable service:—General Sir George Smith-Dorrien and Lieutenant-General Sir Douglas Haig, commanding the 1st and 2nd Corps respectively; I have already mentioned in the present and former dispatches for particularly marked and distinguished service in critical situations.

Since the commencement of the campaign they have carried out all my orders and instructions with the utmost ability.

Lieutenant-General W. P. Patency took over the command of the 3rd Corps just before the commencement of the Battle of the Marne. Throughout the subsequent operations he showed himself to be a most capable commander in the field and has rendered very valuable services.

Major-General E. H. H. Allenby and Major-General H. de la P. Gough have proved themselves to be Cavalry leaders of a high order, and I am deeply indebted to them. The undoubted moral superiority which our Cavalry has obtained over that of the enemy has been due to the skill with which they have turned to the best account the qualities inherent in the splendid troops they command.

In my dispatch of 7th September I mentioned the name of Brigadier-General Sir David Henderson and his valuable work in command of the Royal Flying Corps, and I have once more to express my deep appreciation of the help he has since rendered me. Lieutenant-General Sir Archibald Murray has continued to render me invaluable help as Chief of the Staff; and in his arduous and responsible duties he has been ably assisted by Major-General Henry Wilson, Sub-Chief.

Lieutenant-General Sir Neil Macready and Lieutenant-General Sir William Robertson have continued to perform excellent services as Adjutant-General and Quartermaster-General respectively.

The Director of Army Signals, Lieutenant-Colonel J. E. Fowler, has ably assisted the operations by the skill and energy which he has displayed in the working of the important department over which he presides. My Military Secretary, Brigadier-General the Hon. W. Lambton, has performed his arduous and difficult duties with much zeal and great efficiency.

I am anxious also to bring to your Lordship's notice the following names of officers of my Personal Staff, who throughout these arduous operations have shown untiring zeal and energy in the performance of their duties:—

Aides-de-Camp.
Lieutenant-Colonel Stanley Barry.
Lieutenant-Colonel Lord Brooke.
Major Fitzgibbon Watt.
Extra Aide-de-Camp.
Captain the Hon. F. E. Guest.
Private Secretary.
Lieutenant-Colonel Brindley Fitzgerald.

PRINCE ARTHUR OF CONNAUGHT'S WORK.

Major His Royal Highness Prince Arthur of Connaught, K.G., joined my Staff as Aide-de-Camp on the 14th September.

His Royal Highness' intimate knowledge of languages enabled me to employ him with great advantage on confidential missions of great importance, and his services have proved of considerable value.

I cannot close this dispatch without informing your Lordship of the valuable services rendered by the Chief of the French Military Mission at my Headquarters, Colonel Victor Hugot, of the French Artillery. He has displayed tact and judgment of a high order in many difficult situations, and has rendered conspicuous service to the Allied cause.

I have the honour to be

Your Lordship's most obedient servant,

(Signed) J. D. P. FRENCH, Field-Marshal,

Commanding-in-Chief,

The British Army in the Field.

—

"NOTHING SEEMED RIGHT"

BECAUSE OF

ACUTE INDIGESTION AND

DEPRESSION.

—

Lucky is the man who in his daily

occupation makes the "plop" which

ensures a comfortable retirement. Such

highly-earned leisure, however, cannot

be fully enjoyed if good health is missing,

and how frequently does it happen that

the pace and worry of modern life bring

about digestive troubles which steadily

undermine health and strength.

The narrative below of Mr. P. Andersen,

who is a prosperous retired farmer

from the Orange Free State, shows how

nearly disorders of the stomach, liver and

bowels came to wrecking his hopes of

reaping the full reward of his labours.

Happily for him he found in Mother

Seigel's Syrup the remedy he needed.

Let us explain. You can continue

well if your digestive system is unable

properly to convert the food you eat into

nourishment for brain and body. At

first you may regard the slight feeling

of jadedness or headache, the temporary

loss of appetite, as a quite minor ailment,

which you can easily shake off. This may

be so in many instances; but why take

the needless risk of indigestion becoming

chronic when Mother Seigel's Syrup

could bring you speedy relief and save

you a world of misery? Prompt remedial

action in such circumstances is bound to

keep the purse heavier and the heart

lighter.

Mr. P. Andersen, First Avenue, Boston

Island, Bellville, Cape, writes on April

21st, 1914: "I have no hesitation in

saying that I derived a very real benefit

from twelve months ago by course of

treatment of Mother Seigel's Syrup.

Prior to this I had been for several

months in a very precarious state of

health, was quite run down, and my

nerves were so shattered that I became

fidgety and irritable and nothing seemed

right. After meals I had an uncomfortable

feeling of heaviness at the chest as

though my food had stuck there.

Indigestion in a very acute form now set

in, so that I was unable to digest even

light foods. I became bilious and had

recurrent attacks of vomiting which

brought me to such a weak state, I

always felt ill and depressed.

"Eventually I was ordered to the

coast, and it was upon my arrival here

that I made up my mind to try the effect

of Mother Seigel's Syrup, a remedy I

had heard so much about. This remedy

more than exceeded my most sanguine

expectations, the first dose bringing

relief. From this initial dose I con-

tinued to improve steadily, my appetite

became vigorous, I rapidly recovered my

strength, and my nervous system became

rebuilt and thoroughly reinvigorated,

and by the time I had used four bottles

I was in the enjoyment of sound health."

Not many people from 30 years

onwards can hope to escape attacks of

dyspepsia in some form. The process of

digestion in its various stages is almost

incessant throughout life, and its

machinery at times is bound to show

signs of wear and tear. When steps are

not taken to strengthen the weak spots

by the occasional use of a good digestive

tonic such as Mother Seigel's Syrup good

digestion will not wait on appetite, nor

health on both.

(106)

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UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams

lying in the Great Northern Telegraph

Company's office at Hongkong:—

Address From

Bouman, Hongkong Hotel ... Shanghai

Laihang Yau, Street ... Aung

Kiangwan ... Any

Paul Pedini Hongkong Hotel ... Yokohama

Powhiaseh ... Yokohama

Quyen, 70, Queen's Rd. E. ... Yokohama

Suzanne Torsani, Post Office ... Shanghai

Tongwo ... Kobe

—

The following is a list of unclaimed telegrams

lying in the Eastern Extension, Australasia and

China Telegraph Company's office at Hong-

kong:—

Address From

Alderson, Hongkong Hotel ... Manila

B-ngrin M-niere Compagnie ... San Francisco

Fontental ... Hongkong

Gla-ang ... Hongkong

Hwa & Collins ... Hongkong

Kalining ... Hongkong

Makingson, 4,200, Building ... Hongkong

House ... Hongkong

McHenry, aboard Togo Maru ... Hongkong

Manay ... Hongkong

Pho-kachun, Eatham St. ... Hongkong

Pongee ... Hongkong

Peogee, Uctongling Teo ... Hongkong

Julio St. ... Hongkong

Sanchong, Eatham St. ... Hongkong

Sao On Lung M. to Cat ... Hongkong

—

A warrantable cure for all

acquired or constitutional Dis-

charges from the Urinary

Organs in either sex. These

famous Pills also cure Gravel,

Pains in the Back and all

Kidney Disorders. Free from

mercury. Forty years' suc-

cess. Sold by all Chemists

and Storekeepers throughout

the world.

CLARKE'S

B. 41.

PILLS.

—

A HOUSEHOLD NECESSITY.

IN the best regulated families the little ills of life will creep in. Some members of the family circle may occasionally suffer from Biliousness and Indigestion, and one or the other will from time to time exhibit the well-known symptoms of Constipation. From these little troubles, serious complaints arise, and should therefore not be neglected. The slight headache, bad breath, and a discoloured tongue are the index to a disordered stomach; and the necessity of keeping a safe, sure, and reliable remedy in the house is apparent. By following such a course the more expensive method of calling in a doctor will be found quite unnecessary. That Dr. Morse's Indian Root Pills are the very best Family Medicine is vouched for by thousands of grateful men and women who speak from personal experience.

Dr. Morse's Indian Root Pills are not simply a purgative medicine which forces the food out of the body, depriving the stomach of its nourishment and thus starving the system. They contain the essential properties that are temporarily lacking in the stomach through weakness, and complete the digestion and assimilation, and so restore the functions of the digestive organs by obtaining the maximum of nutriment from the food which sustains the body and assures good health.

Dr. Morse's Indian Root Pills are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.

—

Nurse highly recommends

VAN HOUTEN'S

COCOA

It is so strengthening and refreshing

A delicious flavouring also

for puddings and pastry

Let Cook use it!

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VISITORS AT HOTELS.

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CHURCH SERVICES.

St. John's Cathedral, Hongkong. 29th November, 1914. Advent Sunday. Holy Communion (8.0 a.m.). Matins (11 a.m.). (Full Choir.) Responses, Psalms, Venite, Salvus, Benedictus, Te igitur, Agnus Dei, and other parts of the Mass. Sermon by the Rev. Canon. Hymns, 147 and 227. Psalms, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

SHIPPING.

ARRIVALS.
GLENROY, British str., 3,141, W. H. L. Holman, 20th November—London 10th October, General—Shaw, Tomes & Co.
CHINSHUA, British str., 1,353, E. Finlayson, 27th November—Manila 24th November, General—Butterfield & Swire.
FOSHING, British str., 1,493, H. Alcock, 27th November—Calcutta 10th November, General—Jardine, Matheson & Co.
HAINYU, British str., 641, A. H. Stewart, 27th November—Swatow 26th November, General—Douglas, Lapraik & Co.
HERKULES, Norwegian str., 2,490, R. Wilhelm, 27th November—Ching-wai 20th November, Coal—Dodd & Co.
HEIYU MARU, Japanese str., 1,147, T. Miyahara, 27th November—Hong Kong 24th November, Coal—Mitsui Bussan Kaisha.
MATSUBI MARU, Japanese str., 3,225, K. Okura, 27th November—Japan 20th November, Coal—Mitsui Bussan Kaisha.
WASHINGTON, British str., 3,230, Trick, 27th November—Newport 8th October, Coal—Admiralty.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship
"AUSTRALIEN"
Captain Moutet, will be despatched for MARSEILLE, without transshipment, on TUESDAY, 1st December, at 1 p.m. Ports of call: SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUZ, PORT SAID.
P. THOMAS, Agent.
Hongkong, 18th November, 1914. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship

"ORIENTAL"
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 6th December, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 15th January, 1915.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, 21st November, 1914. [1]

THE AMERICAN AND MANCHURIAN (WESTWARD) LINE.
(ELLERMAN and BURNALL STEAMSHIP CO., LTD.)

For BOSTON AND NEW YORK VIA SUEZ CANAL.
(With liberty to call at the Malabar Coast.)
THE Steamship.

"CITY OF BRISTOL"
Captain Henderson, will be despatched as above on WEDNESDAY, the 3rd December.
For freight, etc., apply to
THE BANK LINE, LTD., General Agents.
Hongkong, 18th November, 1914. [1550]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 5th Dec. at Noon.
LONDON & HULL	BRITANNIA	Brit. str.	—	W. H. Sweeney, R.N.E.	JARDINE, MATHESON & Co., Ltd.	On 20th Dec.
LONDON & GENOA VIA SINGAPORE, &c.	NAUGA	Brit. str.	—	W. H. Sweeney, R.N.E.	P. & O. S. N. Co.	On 1st Jan. at Noon.
MARSEILLES VIA PORTS	AUSTRIAN	From str.	—	Torvald	MESSAGERIES MARITIMES	On 1st Jan. at 1 p.m.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Komatsu	NIPPON YUSEN KAISHA	On 5th Dec. at 10 a.m.
VICTORIA, B.C., & EMATTLE VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOGUN KAISHA	On 1st Dec. at Noon.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOGUN KAISHA	On 9th Dec. at 3 p.m.
VICTORIA, VANCOUVER, SMATTLE TACOMA & PLYMOUTH, &c.	GLORIE	Brit. str.	—	Henderson	JARDINE, MATHESON & Co., Ltd.	On 6th Jan.
BOSTON & NEW YORK VIA SUEZ CANAL	CITY OF BRISTOL	Brit. str.	—	Henderson	THE BANK LINE, LIMITED	On 9th Dec.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	Emery Rice	PACIFIC MAIL S.S. Co.	On 1st Dec. at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINTO MARU	Jap. str.	—	Ohkuma	TOTO KISEN KAISHA	On 8th Dec.
SAN FRANCISCO VIA MANTIA & JAPAN, &c.	FRIGATA	Am. str.	—	Henderson	PACIFIC MAIL S.S. Co.	On 16th Dec. at Noon.
MEXICAN, PERUVIAN & CHINA PORTS VIA JAPAN	ANTO MARU	Jap. str.	—	W. B. Brown	TOTO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS	TATONGA	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 8th Dec.
AUSTRALIAN PORTS VIA MANILA	TANGA MARU	Brit. str.	—	Baile	NIPPON YUSEN KAISHA	On 16th Dec. at Noon.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	Baile	THE LIVERPOOL & CO.	On 23rd Dec. at 11 a.m.
JAPAN	TILLYWONG	Brit. str.	—	Nakamura	NIPPON YUSEN KAISHA	Quick despatch.
KOBE	KAWACHI MARU	Jap. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., Ltd.	On 1st Dec. at D'light.
KOBE & MOJI	FOSHING	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 3rd Dec.
KOBE & YOKOHAMA	HIKANO MARU	Jap. str.	—	R. Tabata	NIPPON YUSEN KAISHA	On 11th Dec. at 1 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIRO MARU	Jap. str.	—	Gilroy	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI, KOBE & MOJI	NAMRANG	Brit. str.	—	W. Benson	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	H. Nomura	NIPPON YUSEN KAISHA	On 30th inst.
SHANGHAI & KOBE	LIANGCHOW MARU	Jan. str.	—	E. H. Laver	BUTTERFIELD & SWIRE	On 1st Dec. at 4 p.m.
SHANGHAI	KANCHOW	Brit. str.	1 m.	J. McArthur	BUTTERFIELD & SWIRE	On 3rd Dec. at 4 p.m.
SHANGHAI	LUCHOW	Brit. str.	1 m.	W. F. Bishop	JARDINE, MATHESON & Co., Ltd.	On 4th Dec. at D'light.
SHANGHAI, KOBE & MOJI	KWONGHANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 9th Dec. at D'light.
SHANGHAI, KOBE & MOJI	KWONGHANG	Brit. str.	—	W. G. & L. Leak	JARDINE, MATHESON & Co., Ltd.	About 1st Dec.
SHANGHAI	KOONHANG	Brit. str.	—	La. o. d.	MESSAGERIES MARITIMES	About 6th Dec.
SHANGHAI, KOBE & YOKOHAMA	PAUL LUCAT	From str.	—	G. W. Cookman, R.N.E.	P. & O. S. N. Co.	About 27th Dec.
SHANGHAI	MAITA	Brit. str.	—	H. Perrell	JATA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	Brit. str.	—	W. G. Cowan	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	TJIKINI	Brit. str.	—	Y. Yamamoto	OSAKA SHOGUN KAISHA	On 1st Dec. at Noon.
NINGPO	TAMUO	Brit. str.	1 m.	K. Hattori	OSAKA SHOGUN KAISHA	On 9th Dec. at 8 a.m.
FOOCHOW VIA SWATOW & AMOY	ANTO MARU	Jan. str.	—	K. Murakami	OSAKA SHOGUN KAISHA	To-morrow, at 10 a.m.
ANING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 1st Dec. at 1 p.m.
TAMUO VIA SWATOW & AMOY	DAISUN MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAFRAIR & Co.	On 4th Dec. at 1 p.m.
SWATOW	HATUN	Brit. str.	2 h.	W. C. Evans	DOUGLAS LAFRAIR & Co.	On 8th Dec. at 1 p.m.
SWATOW, AMOY & FOOCHOW	HATYANG	Brit. str.	2 h.	Tough	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
SWATOW, AMOY & FOOCHOW	HATYANG	Brit. str.	2 h.	Finlayson	BUTTERFIELD & SWIRE	On 1st Dec. at 4 p.m.
SWATOW, AMOY & FOOCHOW	HATYANG	Brit. str.	2 h.	W. G. & L. Leak	BUTTERFIELD & SWIRE	On 5th Dec. at 3 p.m.
MANILA, CEBU & ILOILO	KUPANG	Brit. str.	—	Pennelthorpe	JATA-CHINA-JAPAN LINE	On 8th Dec. at 4 p.m.
MANILA, CEBU & ILOILO	LOONGHANG	Brit. str.	—	T. Yamaguchi	OSAKA SHOGUN KAISHA	On 6th Dec. at Noon.
MANILA, CEBU & ILOILO	LOONGHANG	Brit. str.	—	P. A. Mitchell	NIPPON YUSEN KAISHA	On 9th Dec.
BATAVIA, OBERHORN, SAMARANG, &c.	TAMUO	Brit. str.	1 m.	T. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 1st Dec. at 3 p.m.
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	R. A. Matthews	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	HAUSHIKA MARU	Jap. str.	—	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 5th Dec. at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	J. D. Milne	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	ONRANG	Brit. str.	—	Tuehner	BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.
SANDAKAN	MAUSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., Ltd.	On 1st Dec. at D'light.
SANDAKAN	LIUNANG	Brit. str.	—			
SANDAKAN	SINGANG	Brit. str.	1 m.			
HAIPHONG	KANSU	Brit. str.	1 m.			
HOIHOW & BANGKOK	LOKANG	Brit. str.	—			
HOIHOW & HAIPHONG						

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

TO VANCOUVER						To L'POOL		FROM L'POOL		FROM VANCOUVER					
STAMPS	Hong-kong	Shanghai	Naga-saki	Kobe	Yoko-hama	Vancouver	Quebec	Liver-pool	Quebec	STAMPS	Vancouver	Yoko-hama	Kobe	Naga-saki	Hong-kong
—	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sailings Temporarily Withdrawn.															

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA	£71.10	£71.10
EMPRESS OF ASIA	£65	£65
EMPRESS OF INDIA	£65	£65
EMPRESS OF JAPAN	£43	£45
MONTEAGLE	£43	£45

Hour of Departure—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOTO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBIRIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA"
registered tonnage 16,850, displacement 30,625 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.
Hotels—The service furnished by the Company's chain of Hotels is unsurpassed.
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Noon, 5th Dec.	See Special Advertisement.
SHANGHAI	MALTA	About 6th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 27th Dec.	Freight and Passage.
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAGOYA	Noon, 1st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

R. A. HEWETT,
Superintendent.

Hongkong, 26th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 28th Nov., 10 A.M.
NINGPO	"TAMU"	On 29th Nov., 10 A.M.
SHANGHAI	"LIANGCHOW"	On 29th Nov., 10 A.M.
HOIHOW and BANGKOK	"KANSU"	On 29th Nov., 11 A.M.
MANILA, CEBU and ILOILO	"CHINHU"	On 1st Dec., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 3rd Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHU" "TAMING" and "TRAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TRAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANOW," "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—
Hongkong, 28th November, 1914

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 1st Dec., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 4th Dec., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 8th Dec., at 1 P.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 29th Nov., at 10 A.M.
		WEDNESDAY, 2nd Dec., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Elks Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 28th November, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	30th Nov.	On 2nd Dec., 11 A.M.
ALDENHAM	2nd Dec.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 9th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£50. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £88.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Main Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
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ANYO MARU ... 18,500—15 knots ...

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,

King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 24th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SUNDAY, 6th Dec., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	TUESDAY, 1st Dec., at Noon.

FOR TANSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Murakami	SUNDAY, 29th Nov., at 10 A.M.
"DAIJI MARU"	S. Tokuhige	SUNDAY, 6th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 8th Dec., at 8 A.M.

These Steamers of Onet and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to—

Y. ASAI,

MANAGER,
Second Floor, No. 1, Queen's Building.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
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SHANGHAI, KOBE and PAUL LECAT ... On or about 1st December.

YOKOHAMA ... NERA ... On or about 15th December.

HOMERWARD ...

MARSEILLES VIA PORTS ... AUSTRALIEN ... On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave	Leave	Connecting Steamer from	Dis at	Dis at
YOKOHAMA	COLOMBO.	HAT	KONG.	MARSEILLES and LONDON	1st	1st
Thurs.		6 p.m.	Noon		Friday	Thursday
	ORIENTAL	Dec. 1	Dec. 1	MOI O LIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOKEA	Jan. 28	Feb. 4
	ARCADIA	Jan. 19	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

TAREES:

The Fare to London and Marseilles are as follows:—

	1st Saloon	"A"	Accommodation	Single	Return
LONDON	£55.	£59.	£55.	£59.	£55.
MARSEILLES	£51.	£55.	£51.	£55.	£51.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'FORE	Dis at M'HEILLES	Dis at LONDON
	about	about	about	about	about	about
NAGOYA	Dec. 20	Dec. 28	Jan. 1	Jan. 7	Feb. 2	Feb. 10
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 25	Feb. 22	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £45 Single; £65 Return. 2nd Saloon £30 Single; £42 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	MIZUKAKI MARU	16,000	SATURDAY, 5th Dec., at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ	KITANO MARU	16,000	WEDNESDAY, 23rd Dec., at 10 A.M.
PORT SAID	YOKOHAMA MARU	12,500	TUESDAY, 1st Dec., at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI	AWA MARU	12,500	TUESDAY, 15th Dec., at Noon.
MOJI, KOBE, YOKKAICHI and YOKOHAMA	TANGO MARU	13,500	WEDNESDAY, 16th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	WEDNESDAY, 13th Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	KAWACHI MARU	12,500	THURSDAY, 17th Dec.
BOMBAY via SINGAPORE, and COLOMBO	HAKUSHIKA MARU	5,000	WEDNESDAY, 9th Dec.
KOBE	KAWACHI MARU	12,500	SATURDAY, 28th Nov.
SHANGHAI and KOBE	RANGOON MARU	7,000	MONDAY, 30th Nov.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	9,600	TUESDAY, 15th Dec., at 5 P.M.
KOBE and YOKOHAMA	HIRANO MARU	16,000	THURSDAY, 3rd Dec.

PASSENGER SEASON FOR 1915.

Steamer	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAKO	16,000	11th Feb.
KASHIMA	16,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
ARI MARU	12,500 Tons	Tues., 26th Jan.
SATO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
ARI	12,500	20th Apr.
SATO	12,500	4th May.

For Further Information as to Freight, sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 22 and 1241

18-9-10

